

STOCKS, BONDS, AND BANKING

New Slump Causes Flurry and Trading Here Was Very Light.

RECOVERY AGAIN PROMISED

Chicago Not Worrying About Doings in Gotham—Sales Yesterday.

Many Richmond dealers were surprised yesterday morning when the tickers announced that the New York stock market had opened with another slump, and they watched the blackboard until the trading ended. Others, however, manifested no surprise at all, and, in fact, were ready with an "old you so." These latter say the break was to be expected after what happened last week. The rich men, and probably the banks, bought stocks to stem the tide of panic, and that being accomplished, they had no further use for the securities, and yesterday morning put them on sale, and this was partly what caused the break. Another element bought securities last week at the bottom to make a quick turn, and the opening prices yesterday enabled them to do that, and they let loose their purchases to pocket the profit. In this way there was a rush of securities, and because of the abundant supply the market naturally weakened.

The New York exchange opened with no little excitement, and stocks all along the line sold below Saturday's closing figures, from one to four points down. This was not confined to railway securities, but industrials were involved also. The little rallying there was from this was confined to very few securities, and the market closed in the main lower than it opened.

According to advices received from Gotham, it seems that the traders there are not very much disturbed over the break of yesterday. They appear to regard it merely as one of the natural consequences of the recent disturbed conditions. One authority says:

"Irregularity is to be expected now, and there may be a secondary liquidation which may carry some stocks down several points. Unless, however, a very severe trade reaction follows this financial crisis—and there is nothing that points to this except that it has frequently been the case in the past—stocks are intrinsically very cheap. They are cheaper than they can remain. Recovery may be slow, and there may be a dull business for some time yet, but recovery must come."

The sales in New York yesterday were 1,121,500 shares of stocks and \$2,633,000 of bonds. The sales in Richmond were exceedingly small, and so was the buying. The local traders were content to be merely lookers-on, and they will wait to see what New York is going to do about it. One of the traders yesterday called attention to the fact that in all the slump no New York concerns were closed out. Every time stocks went down the cash for another margin was forthcoming. This he regarded as further evidence that the whole thing was a "rich man's panic."

From Chicago comes the information that the Western City is not greatly wrought up over last week's doings in Gotham. They say out there that it is purely a New York affair, and there is nothing among the bankers no alarm or misgivings. The consensus of opinion is that the rate for money in Chicago.



The Latest Out

is represented in our Spring gathering of fashionably correct Clothes, Furnishings and Hats.

The new Sack Suits are cut and tailored with charming grace and vigorous dash. \$12.50 to \$30.

The new Erock Coats are the quintessence of good form—\$18 to \$25.

Smartest Hats and Furnishings in all Richmond at moderate cost.

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six per cent., will not be lifted; that there are millions in reserve there which can be utilized, and that the country as a whole is unusually prosperous. One other idea of special interest also is expressed. It is that the "bumping of the speculators" in the East will do the nation as a whole good. The Chicago men of finance consider the bottom has about been reached in the Wall Street slump, and that stock prices, instead of being too low at their new figures, are gradually approaching a fair valuation.

MONSTER DREDGE TO BE EQUIPPED

The Richmond branch of the American Locomotive Works closed several months ago a contract with the government to install in a new and large dredge that has been built at Newport News the necessary machinery, dredges, shovels, etc. The monster dredge is now being lowered up the river, and will be here some time this week, so that the work of equipping it with machinery may be done in this city.

Officials and workmen from the Locomotive Works yesterday went to the Trigg shipyard docks, taking the measurements, etc., to ascertain if the dredge can be brought within the dock. It was found that it will get in by a tight squeeze, and the probability is that the probability is that the work will be done there. The machinery has already been made at the Locomotive Works, and the installation of it will take but a short time, comparatively speaking, when once the big dredge shall be gotten in position.

CITY MAIL.

Should Be Separated from Other Matter When Deposited in Office

There are no fewer than forty firms in the city who place in the post-office a great deal of city mail, especially about the first of each month, the time to send out bills. It is the custom of most of them to dump this mail right in the box with all other matter they have to go. If they would keep their city mail separate from out-of-town matter, bundle it up and hand it in with the information that it is city mail, they would greatly facilitate quick distribution and delivery. When it is sent in with other mail, the clerks have to distribute it twice, and it has to take its turn.

RAILROAD NEWS FROM ALL POINTS

Changes in Seaboard Air Line Offices in Richmond—Heavy Florida Travel.

DAILY BOATS ON THE YORK

Circuitous Route Via Richmond for Exposition Visitors—Merchants' and Miners' Sold.

The Southern Railway Company has finally closed the deal for the William R. Trigg Shipyards, which it is understood the company will use for yards and freight terminals.

The contract embraces about twenty-seven acres of land, and it is understood that the price was \$155,000.

The deed was made directly by the court to the Southern Railway, which will take charge of the property this week.

Mr. T. H. McDannel, assistant general passenger agent of the Chesapeake Steamship Line, York River route, spent a part of yesterday in the city, chaperoning a party of Elks from Harrisburg, Pa. This party made the trip under the guidance of Mr. McDannel from Baltimore to Norfolk and to the exposition grounds and came from there to Richmond via the Chesapeake and Ohio yesterday morning. They spent most of the day taking in the sights of Richmond, and left on the afternoon train for West Point to return home on last night's York River steamer.

A change in the official list of the Seaboard Air Line operating department in this city took effect yesterday. Mr. James De Cor, who has been chief train dispatcher, has been appointed train master, and has been succeeded in the office of chief train dispatcher by Mr. S. B. Zartian.

Captain George P. Welsh, veteran conductor of the Seaboard Air Line, whose run is from this city to Columbia, S. C., says the travel toward Florida, through this city, is nearly as heavy as it has been at any time during the past winter. Though hundreds of Northerners are returning from Florida, as many more are just making the trip to the everglades.

The combination dining and parlor car on the Richmond, Fredericksburg and Potomac Road, which was put on a few weeks ago for the special accommodation of the Richmond traveling public, has become very popular, and saves here at noon every day crowded with Richmond people. It returns to Richmond at 8 P. M. and usually comes back well loaded.

The Chesapeake Steamship Line will resume daily boats on the York River line April 1st. Assistant General Passenger Agent McDannel, who was in the city yesterday, says his line will have a regular Exposition closes, what are termed circuitous route tickets, and he expects to bring a great many Northern people to Richmond. The official circuitous route by rail, down the bay and up the York to West Point, then to Richmond by the Southern road, to spend a day or two there, and then to the exposition by choice of routes. This route, it is believed, will attract many tourists who want to see the various places of historic interest it takes in.

The New Haven Railway Company officially announces that it has acquired a half interest in the Merchants' and Miners' Steamship Line, operating steamers between Norfolk and Providence and Norfolk and Boston, also between Newport News and Baltimore. The official circuitous route by rail, down the bay and up the York to West Point, then to Richmond by the Southern road, to spend a day or two there, and then to the exposition by choice of routes. This route, it is believed, will attract many tourists who want to see the various places of historic interest it takes in.

The Winsor Line is better known as the Boston and Philadelphia Steamship Company.

The talk to the effect that the railroads of the country are appealing to the President to call the Interstate Commerce Commission, and the Congress of the United States to save them from the State legislatures, seems to have considerable foundation. The following is a summary of what the legislatures are doing for the railroads:

In New York 110 bills are pending in the legislature. The Public Utilities bill, recommending two public service commissions, is the most important.

In New Jersey a number of bills have been introduced, including a two-cent fare bill and one for the creation of a State railroad commission. A measure providing for the furnishing of freight cars on demand shows the extreme to which such legislation has been carried.

Maryland has passed a law requiring the sale of mileage books at two cents a mile. The gross receipts tax has been increased.

The West Virginia legislature adopted a two-cent passenger rate bill.

North Carolina has passed a law making a two-and-one-quarter-cent rate on roads longer than sixty miles. Freight rates have been regulated also.

The Alabama legislature has passed bills regulating rates on more than one hundred articles, establishing a commission, two-and-one-half-cent rate and anti-railroad laws.

In Wisconsin a bill restricting stock and bond issues is in committee.

Illinois is expected to pass a two-cent passenger fare bill. Likewise a car shortage measure. The absurdity to which the anti-railroad legislation can be carried is shown in this State in the shape of a law requiring freescapes on passenger cars.

In Missouri a two-cent rate was established also a bill requiring air brakes and automatic couplers.

In Iowa a law was enacted compelling a two-cent rate on roads earning more than \$4,000 per mile annually; two and one-half cents on those earning less than \$4,000, and three-cent rate on those earning under \$3,000 per mile yearly.

Minnesota is to pass a two-cent rate bill. Another bill prohibiting new stock issues without consent of the State Railroad Commission.

Nevada has created a commission. Freight rates on connecting lines are cut in half.

Oregon has a railroad commission

W. B. CORSETS

ERECT FORM 744

IS an excellent model for well developed figures. Its closely stitched front subdues abdominal prominence and rounds the figure into graceful lines. Made of white imported coutil. Trimmed across top with lace and ribbon. Hose supporters at front and sides.

Sizes 19 to 36.
Price, \$2.00



NUFORM 403

WILL fit any slender or average figure. Long above the waist which it defines very distinctly, showing a perfectly straight line down the front of the figure. Made of white and drab coutil. Trimmed with lace and ribbon. Hose supporters front and sides.

Sizes 18 to 30.
Price, \$1.00



NUFORM 447

FOR well developed figures, is a reverse gore model. The gore lines run backwards, a construction which restrains undue development below the back. Medium high bust, long hips and extra long back. Made of an excellent quality of white coutil, elaborately trimmed with lace and ribbon. Hose supporters front and sides.

Sizes 19 to 30.
Price, \$3.00



The W. B. Reduso Corset

IS a boon for large women—the ideal garment for over-developed figures requiring special restraint. It not only restrains the tendency to over-fleshiness, but it moulds the over-developed proportions into those pleasing, graceful outlines, hitherto thought to be attainable only by slighter figures. The particular feature of this model is the apron over the abdomen and hips, boned in such a manner as to give the wearer absolute freedom of movement.

Reduso Style 750 for tall well-developed figures. Made of a durable coutil in white or drab. Hose supporters front and sides. Sizes 22 to 36. Price, \$3.

Reduso Style 760 for short well-developed figures. Made of white and drab coutil. Hose supporters front and sides. Sizes 24 to 36. Price, \$3.

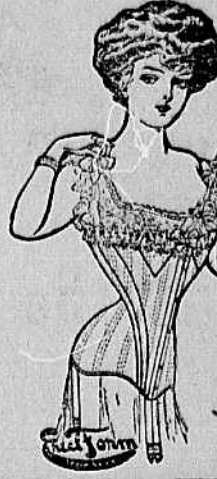
ON SALE EVERYWHERE

WEINGARTEN BROS., Mfrs.
377-B Broadway
New York

ERECT FORM 720

IS a corset for average figures. Has medium bust and long hip. Made of white and drab coutil. Hose supporters on front and sides. Trimmed across top with lace and ribbon. Sizes 18 to 30.

Price, \$1.00



NUFORM 738

IS an excellent model for average figures. Constructed sectionally, making the garment fit at all points, accentuating the slenderness of the waist line. Bust moderately high, hips rather long. Made of an imported coutil in white only. Trimmed with lace and ribbon. Hose supporters front and sides. Sizes 18 to 30.

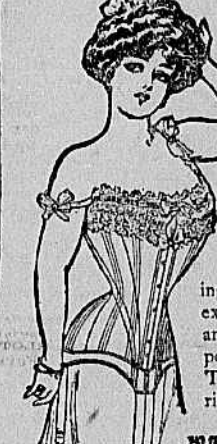
Price, \$2.00



NUFORM 406

IS a splendid corset for medium figures, pleasingly free from any bulky effect common to previous models of this type. Medium high bust and deep hip, ending in an unboned apron extension. Made of white and drab coutil. Hose supporters front and sides. Trimmed with lace and ribbon.

Sizes 19 to 30.
Price, \$1.50



IMMIGRANTS MUCH PLEASED WITH NEW VIRGINIA HOMES

English Paper Publishes Letter From Family Who Write Back Enthusiastically Concerning Conditions Here—Farmers Anxious to Get Many More.

Commissioner of Agriculture Kolner is receiving a number of very encouraging letters from farmers who have been furnished with foreign labor. In a letter received in Saturday's mail, a farmer in Rockingham says of a man sent him recently:

"I would not give him for two of the average darkies, nor three of the trifling sort; he is quick, polite and intelligent. He feeds ten horses, thirty-five hogs, six cows and calves, milks four cows, strains the milk, and washes up the vessels before breakfast."

The commissioner also received in the last mail a printed letter, which appeared in one of the English papers. The article as published in the English paper said:

The following is the copy of a letter which Captain Thompson, West End Morecambe, immigration agent for the State of Virginia, has received from Mrs. Parkinson and family, who sailed on the Nostrand on January 23d for Virginia:

"Dear Mr. Thompson,—Just these lines to say how thankful we are to you for sending us out here. When we landed at Richmond we were met by Mr. Miller, Mr. Kolner, agent, and taken to a first-class dining-room, and had what we wanted. We were all

kept like gentlemen and ladies until they got us good places.

"They gave us the best to eat, good beds to sleep in, and we wanted for nothing. We all feel grateful to Mr. Miller for his kindness to us in seeing that we got what we wanted. Mother, father, Lizzie, Ernest and Henry are on a farm. We have a house to live in and keep, and get good wages, and are very much work. We get to eat what Mr. Percell gets (who employed). You can put this in the Morecambe paper and send Mr. Miller one.

The two girls have got good places in the city. It took the best four days to get us, as we were detained twenty-four hours in the custom-house. We cannot describe how well we are all treated, after we landed at Richmond. It did not cost us a penny.

"They are very nice people over here. There is only one class; everybody is treated alike. So I will close, sending our best thanks to you, we remain,

"Mrs. J. PARKINSON & FAMILY."

Captain Thompson adds: "As this family have done well, so can all who wages, and are able and willing to work, as in Virginia there is room for tens of thousands of workers."

bility of prescribing a two-cent passenger mileage rate will be resumed before that tribunal on March 25th, Wednesday of next week. When the taking of testimony has been completed the matter will be exhaustively argued. The case will probably be concluded by the last of June, possibly earlier.

HEAR CASE ON MERITS.

Warring Corporations Will Appear Before Commission Here.

The State Corporation Commission will sit on March 25 to hear the case of the Newport News Light and Water Company, vs. the Peninsula Pure Water Company. Two rival concerns of Elizabeth City county, who are at odds as to the right of one to cross the line of the other. The case was recently dismissed by the commission, on the ground that it was not properly before that body, but new questions have been raised, and the case will be heard on its merits.

Will Return Here.

Hon. E. W. Gaines, ex-member of the House of Delegates from Norfolk, but subsequently connected with the office of the Commissioner of Labor, will soon resume his employment with the commission. Mr. Gaines has been in Charleston, W. Va., for some months, but will return to the city on the 25th, and again take up his work.

Florida Excursion

PERSONALLY CONDUCTED.

Tuesday, March 19th, 1907,

VIA ATLANTIC COAST LINE.

From Richmond, Va.

Good to return on any train until April 19th, with stop-over privileges.

Jacksonville \$20.95 Ft. Myers \$20.95
St. Petersburg \$27.45 Gulfport \$27.45
Tampa \$27.45 DeLand \$27.45
Florence Villa \$27.75 Magnolia Springs \$27.75

Rates furnished upon application to any Florida point.
RESERVATIONS—Apply at once for reservations, schedules, etc., to
C. S. CAMPBELL,
838 E. Main Street.

3 BOTTLES FREE 3 Whiskey

AND 6 Full Quarts For Only \$2.95 Carolina Whiskey

Carolina Whiskey will give excellent satisfaction. It is a well and pure article and in our estimation, far superior to the decoctions and mixtures sold by irresponsible mail order whiskey houses at \$1.00 to \$3.50 per gallon. We make a special price on CAROLINA WHISKEY to show that we are not afraid of any kind of competition. Our plants cover fourteen acres, making us the largest mail order whiskey house in the world.

3 SAMPLE BOTTLES FREE. Cut out this advertisement and return it with \$2.95 and we will ship you by express 6 full quarts of Carolina Whiskey and we will include in same box, complimentary, a sample bottle of each "Zuleika," "Gold Band" and Casper's 12 Year Old White Corn.

SPECIAL NOTICE! We deliver the above express prepaid anywhere in North Carolina, Virginia and West Virginia, but customers living in other states reached by Adams or Southern Express Companies, must remit 60c extra. Buyers east of Mississippi River residing on most other express lines must send \$3.36 for the 6 quarts and 3 sample bottles and we will prepaid express. Remit cash with order and address:

THE CASPER CO., Inc., Roanoke, Va.
(Also Winston-Salem, N. C.) Owners of U. S. Registered Distillery No. 365, 6th Dist. Va. All whiskeys made under supervision of U. S. Officers and guaranteed pure under the National Pure Food and Drug Law.

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